# Mediterranean Reconfigurations

*Intercultural trade, commercial litigation, and legal pluralism (15th-19th centuries)*

# Léila Maziane



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*Histoire Moderne (Economie et société).*

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# Formation et parcours universitaire

2012- Membre du comité scientifique du programme IER2: « archives, histoire et mémoire », mis en place par le Conseil National des Droits de l'Homme (CNDH).

2012- Secrétaire Générale de la Commission marocaine de l'histoire maritime. (CMHM).

Sep 2005-à nos jours Professeur d'histoire moderne à l'Université Hassan II Mohammedia-Casablanca.

2010-2013 Professeur vacataire à la Faculté des sciences juridiques de Aïn Sbaa. Master des Etudes Euro-méditerranéennes.

2009-2013 Professeur vacataire à l'Université Mohammed V-Souissi. Licence Professionnelle Gestion du transport maritime et aérien.

2007- 2013 Professeur vacataire à l'ENCG de Casablanca.

Mars 2008 Professeur visiteur à l'Université de Paris I-Sorbonne dans la cadre du séminaire animé par Wolfgang Kaiser : *Risques et incertitudes en Méditerranée à l'époque Moderne.*

2005-2008 Coordinatrice du grhimm (Groupe de recherche en Histoire maritime du Maroc)

2003-2005 Professeur de l'Enseignement Supérieur assistant à la faculté des Lettres et des Sciences Humaines, Dhar Mehraz-Fès.

2002-2003 Chercheur post-doctorante à l'*Instituto de Historia* (*Consejo Superior de Investigaciones cientificas* CSIC-Madrid) du Ministère des affaires étrangères espagnol (AECI, *Agencia Española de cooperación internacional*).

2000- 2002 Chercheur post-doctorante à l'*Instituto de Historia* (CSIC-Madrid) du *Ministerio de Educación, Cultura y Deporte* espagnol.

1999 Doctorat en Histoire des Mondes Modernes et du Monde Contemporain à l'Université de Caen/Basse Normandie. Le thème de la thèse est : *Salé et ses corsaires (1666-1727)* sous la direction du professeur André Zysberg.

1993-1999 Chercheure Doctorante attachée au Centre de Recherche en Histoire Quantitative (CRHQ) de l'Université de Caen/Basse Normandie. Unité mixte de recherche – Université de Caen et CNRS – UMR 6583.

1993 DEA en Histoire et Civilisations. Université de Caen/Basse Normandie.

# Axes Des Projets de Recherche

- Mobilités individuelles, mobilités collectives en Méditerranée occidentale (XVI-XIXe siècles)
- Economies maritimes et sociétés littorales au Maroc atlantique (XVIIe-XVIIIe siècles)
- Patrimoine maritime et littoral du Maroc
- Course tardive au Maghreb (XVIIIe-XXe siècles)
- Elaboration et édition du Glossaire maritime marocain

# Gestion de Projets culturels et de Recherche

2012 Coordinatrice nationale du projet de la participation du Maroc aux Fêtes internationales maritimes de Brest « Les Tonnerres de Brest » en tant que « Grand Invité d'Honneur ». Du 13 au 19 Juillet 2012.

2011-2013 Responsable avec Maria Ghazali du Programme de coopération franco-marocain Volubilis « Captifs et Captivité en Méditerranée à l'époque Moderne » entre le laboratoire : le Maroc et les mondes Occidentaux (MMO) et le Centre de la Méditerranée Moderne et Contemporaine (CMMC)-Université de Nice Sophia Antipolis (programme CMIFM/ EGIDE n°24511VC).

2011-2013 Coordinatrice du Projet de recherche « Elaboration du glossaire nautique marocain arabo-amazigh », dans le cadre des niches d'excellence, Patrimoine culturel inventaire: gestion, conservation, réhabilitation et valorisation, financées par l'Université Hassan II Mohammedia-Casablanca.

2011-2013 Responsable avec Sadok Boubaker du Programme de coopération marocco-tunisien « La course tardive au Maghreb (milieu du XVIIIe siècle-milieu du XIXe siècle) ». Action intégrée marocco-tunisienne entre le laboratoire : le Maroc et les mondes Occidentaux (MMO) et le laboratoire « Histoire des économies et des sociétés méditerranéennes ».

2009-2012 Responsable avec Agustin Guimera Ravina du Programme de coopération marocco-espagnol « Catalogue des cartes et plans anciens des ports marocains méditerranéens et atlantiques dans les archives et les bibliothèques espagnoles ». (Programme Sciences humaines et sociales SHS CNRST/ CSIC, *Consejo superior de Investigaciones Cientificas* Madrid).

2008-2010 Responsable avec Sadok Boubaker du Programme de coopération marocco-tunisien « Cour et cours dans les sociétés maghrébines aux époques modernes et contemporaines : rituel, politique et culture » (Action intégrée marocco-tunisienne entre le laboratoire : le Maroc et les mondes Occidentaux (MMO) et l'UR Histoire économique et sociale de l'université de Tunis. Code 08/TM/05.

2007-2010 Responsable avec André Zysberg du Programme de coopération franco-marocain « Elaboration du glossaire nautique marocain arabo-amazigh » entre le laboratoire : le Maroc et les mondes Occidentaux (MMO) et l'axe « Environnements maritimes, littoraux et portuaires » le CRHQ (le centre de recherche en histoire quantitative de l'Université de Caen) Unité mixte de recherche – Université de Caen et CNRS – UMR 6583 dans le cadre de la convention CNRS/CNRST. Code SHS/03/08.

2004-2005 Responsable avec Aurelia Martin Casares du Programme de coopération marocco-espagnol « *La esclavitud en el Mediterráneo : un pasado común de España y Marruecos* » (PCI. Programme de Coopération interuniversitaire AECI) entre l'Université Dhar Mehraz-Fès et l'Université de Grenade. Code 31/04/P/E.

2002-2003 Les relations marocco-espagnoles (1666-1727). *Departamento de Historia Moderna-Instituto de Historia-Consejo Superior de Investigaciones Científicas* (CSIC), Madrid, 2003. (*Ministerio de asuntos exteriores* MAE).

2000-2002 Le Système Portuaire Marocain (XVIIe-XVIIIe siècles), *Departamento de Historia Moderna-Instituto de Historia-Consejo Superior de Investigaciones Cientificas (CSIC),* Madrid. (*Ministerio de educación y cultura español MEC*)

# Participation a des projets de Recherche

2011-2013 "Modelos de Gestión de puertos y comunidad portuaria en el ámbito atlántico (siglos XIX y XX)", coordonné par Miguel Suarez Bosa, Université Palmas de Gran Canarias. Code HAR2010-17408/HIST.

2006-2008 Façades maritimes, économies régionales et développement urbain au Maghreb (XVe-XXIe siècles), Action intégrée marocco-tunisienne entre le laboratoire : le Maroc et les mondes Occidentaux (MMO) et l'UR Histoire économique et sociale de l'université de Tunis. Code : 01/MT/06.

2004-2005 Le système portuaire et les relations marocco-espagnoles (XVIIe- XVIIIe siècles, Gestion et évolution urbaine (PCI Programme de coopération interuniversitaire avec *l'Instituto de Historia*, Consejo Superior de Investigaciones Cientificas CSIC-Madrid) géré par *la Agencia Española de Cooperación Internacional* (AECI).

# Publications

* = have; see last page for additional published works

*Façades maritimes, économies régionales et développement urbain au Maghreb (XVe-XXIe siècles*), textes réunies avec A. Kaddouri et S. Boubaker, Casablanca, Publications de la FLSH Ben M'sik Casablanca, A paraître en 2013.

« Salé, port de course et de commerce du Royaume de Fès au XVII siècle *» in Fès, 1200 ans d'histoire*, Granada, Ediciones de al Andalus y el Mediterráneo, 2013.

« Étrangers et transferts techniques au Maroc à l'époque moderne », *Cahiers de la Méditerranée*, n° 84, décembre 2012.

*Les galères méditerranéennes aux rivages normands. Recueil d'études en hommage à André Zysberg.* Caen : Annales de Normandie, 2011, 574 p. Cahier des Annales de Normandie, n°36 – Présentation d'Emmanuel Le Roy Ladurie – Textes réunis et édités avec Gilles Désiré dit Gosset, Bernard Garnier, Alain Hugon et Elisabeth Ridel, ISBN 978-2-902239-21-4.

« Le système portuaire marocain et l'Atlantique à l'époque moderne (XVIIe et XVIIIe s.)». In: Désiré dit Gosset Gilles, Garnier Bernard, Hugon Alain, Maziane Leila, Ridel Élisabeth (dir.), *Des galères méditerranéennes aux rivages normands. Recueil d'études en hommage à André Zysberg*. Caen: *Annales de Normandie*, 2011, p. 61-78. (Cahier des Annales de Normandie, n°36).

« La course marocaine en Méditerranée atlantique au XVIIe siècle », in *Vers une maitrises des risques en mer Méditerranée ou comment coopérer pour une gestion des risques en Méditerranée, hier et aujourd'hui*, Toulon, Géhess éditions, 2010, pp. 47-60. ISBN 978-35464-081-1.

« Les Marocains et la course aux XVIIe et XVIIIe siècles », in *Course, Corsaires et Forbans en Méditerranée, XIVe-XXIe siècle,* Ed. Gilbert Buti, Société française d'histoire maritime, Paris, Riveneuve éditions, coll. Actes académiques, 2009, pp. 201-214. ISBN-13: 978-2914214582.

* « Salé au XVIIe siècle, une terre d'asile morisque sur le littoral Atlantique marocain », In Les Morisques d'un bord à l'autre de la Méditerranée (coord. Maria Ghazali), *Cahiers de la Méditerranée*, n°79, décembre 2009, p.359-372. ISBN-2-914561-49-0.

« Cautivos europeos en Marruecos (siglos XVII-XVII)» in *Circulación de personas e intercambios comerciales en el Mediterráneo y en el Atlántico, siglos XVI, XVII, XVIII*), dir. J. A. Martínez Torres, Madrid, CSIC, monografía, 32, 2008, p. 65-78. ISBN : 978-84-00-08717-3.

« L'attitude du Makhzen face à la course (1666-1727) », *Revue Amal*, n.33, 2008, p. 58-69.

« Course salétine et contre-course européenne en Méditerranée atlantique aux XVIIe et XVIIIe siècles», *Revue Ibla*, 2/2008, n° 202, p. 279-303.

* *Salé et ses corsaires (1666-1727), un port de course marocain au XVIIe siècle*, Les Presses Universitaires de Caen, 2007, ISBN : 2-84133-282-9. translated with commentary; sent to Maziane 14 June 2020

« Les captifs espagnols au Maroc aux XVIIe et XVIIIe siècles » in *Contraintes et libertés dans les sociétés méditerranéennes aux époques modernes et contemporaines XVIe-XXe siècles,* éd. S. Boubaker et A. Zysberg, Caen-Tunis CRHQ-CNRS, Université de Caen, collection d'histoire maritime, n. 3, 2007, p. 153-162. isbn : 978-2-916392-03-5.

« Le Maroc et l'Espagne au temps des premiers sultans 'alawites : la question des présides», in *la Résistance marocaine a travers l'histoire ou le Maroc des résistances,* Rabat, 2005, pp.199-206. ISBN : 9954-439-28-5.

« Entre Salé et les Provinces-Unies au XVIIe siècle, une complicité haute en couleur», in *España y las 17 provincias, una revision historiografica.* Córdoba, Univ. de Córdoba, Ministerio de Asuntos exteriores, Fundación Carlos De Amberes, 2002. pp. 257-267. ISBN: 84-7801-661-9.

« La France louis-quatorzienne face aux corsaires Marocains», *Les Navigations Organisées et les Stations Navales en Méditerranée depuis le XVe siècle*, Editions de la Nerthe, 2004, p. 179-190. ISBN : 2-913483-44-5.

« La Course dans les relations entre le Maroc et la Péninsule Ibérique aux XVIIe-XVIIIe siècles», *in Portugal, Espanha e Marrocos o Mediterâneo e o Atlântico.* Acto do Colóquio Internacional 2, 3 e 4 de Novembro de 2000, éd. Teresa Júdice Gamito éd Faro : Universidade do Algarve, 2004, p.237-238. ISBN: 210428-04.

* « Les Juifs marocains sous les premiers sultans 'alawites », in *Judios en tierras de Islam II : Entre Islam y Occidente, los Judios magrebies en la edad Moderna*, Madrid, Collection Casa de Velázquez, vol. 83. 2003. pp. 303-316. no pertinent info in entire volume

« Le vocabulaire maritime de la société corsaire de Salé-le-Neuf (Rabat) aux XVIIe et XVIIIe siècles », in *Trames de Langues : Usages et métissages linguistiques dans l'Histoire du Maghreb*, éd. J. Dakhlia,

Paris, IRMC, Maisonneuve et Larose, 2004. ISBN : 2-7068-1799-2.

* « Les captifs Européens au Maroc aux XVIIe et XVIIIe siècles » *Esclavage en Méditerranée, Cahiers de La Méditerranée*, n. 65, décembre 2003, p.311-327. ISBN : 2-914561-02-4. reviewed, commented, extracted pertinent info

« Les équipages des corsaires barbaresques: l'exemple des Salétins », in *L'équipage: du navire antique aux marines d'aujourd'hui*, E. Barré et A. Zysberg (Ss Dir.), Saint-Vaast-la-Hougue : Musée Maritime de l'Ile Tatihou, 2001. ISBN : 2-9514618-5-2.

# Prix et Distinctions

*Salé et ses corsaires (1666-1727), un port de course marocain au XVIIe siècle*, publié chez les PUC, Presses Universitaires de Caen a été élu meilleur livre de mer en France en 2008 et a reçu le Prix de la corderie Royale-Hérmione 2008.

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## La Rédaction

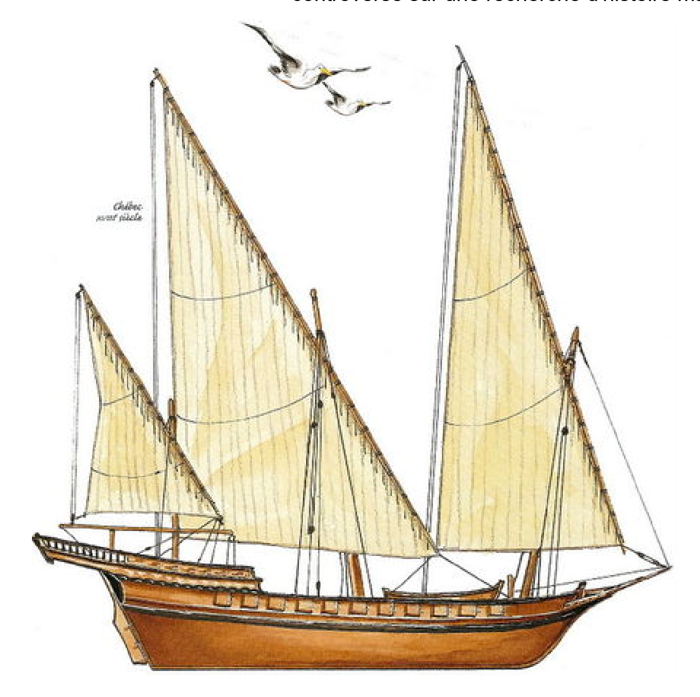
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Additional Published Articles

* Privateers and ports in the mid-Atlantic: Salé and the Canary Islands, c.1600–1850, *The International Journal of Maritime History* 2020, Vol. 32(1) 160–171 Extracted info on Lundy Island; posted to FB

* The Republic of Salé (1627–1641/1666); an alternative pirate organization model? *Management & Organizational History*, 2017 Vol. 12, no. 1, 1–29. Read and added commentary; contains many errors.

* Maziane, L. 2013. "Morat-Raïs ou Morato Arraes." In Dictionnaire des corsaires et des pirates, edited by G. Buti and P. Hrodej, 542–543. Paris: cnrs éditions.




## stop scientific piracy
## for the credibility of the research scientist

Hassan AMILI

A case of plagiarism: Leïla Maziane, a bad example
Dr. Hassan Amili, researcher specializing in maritime history

I would never have imagined that the day would come when I saw myself, by intellectual obligation, forced to transfer my center of interest research in the field of Moroccan maritime history and the concepts associated with it; in particular: Jihad, Course and Piracy; towards the field of scientific piracy, commonly recognized under the term of plagiarism.

It took me a lot of patience and insight to manage to domesticate the two notions of Race and Piracy, and to understand why they merge in the minds of the layman (not informed), because to detect the difference which exists between both is a very difficult affair.

This was the reason why I had to devote to them in 1989 an important part of a chapter of my thesis of DES entitled *The Maritime Jihad at the mouth of Bou-Regreg during the 17th century* under the excellent supervision "of Pr Fire If Mohammed Hajji, may God have his soul.



This work was recognized, at the time, as being the first serious academic research to devote itself to the maritime field and to shed all the light on its professional, technical, military and political aspects.

From then on, the obsession with pursuing research in this area kept me occupied and my fascination prompted me to write a thesis for obtaining the State Doctorate under the title *Morocco and the*

Pierre Vidal-Naquet, by François Dosse (December 2019)
publication of: An Algerian memory, from Benjamin Stora to Robert Laffont editions
Jean Monneret's digital book on the massacre of July 5, 1962
Algeria, anti-French sentiment: a file of "Secours de France"
The missing in the Algerian war (1954-1962): a research guide
colonization: a review of a brief parenthesis in the history of Africa, Bernard Lugan
Sylvie Thénault and the missing from the Algerian war, by Jean Monneret
a blog by Jean Monneret on July 5, 1962 in Oran

### LATEST COMMENTS

to this list, we should add the name of on the deaths due to the demonstration of October 17, 1961
"THE WAR OF ALGERIA" GENERAL REMARK on the digital book of Jean Monneret on the massacre of July 5, 1962
In conclusion ... It is a false speech ... Who on a false speech of Léopold II, made in Africa
METHOD AND ARCHIVES Certainly "meticulous work on Jean Monneret's digital book on the massacre of July 5, 1962
By the Historian Gilbert Meynier, Algeria on the number of victims of the OAS
no, this is not France that sets out the number of victims of the OAS
Undeniable the central territory between Tunisia on the number of victims of the OAS
"Algeria July 5, 62" presumed anniversary of l on the forgotten massacre of July 5, 1962 in Oran: film broadcast on FR3 on September 5, 2019
"Arab AFN are never on the number of victims of the OAS
Arabs have become scapegoats for the number of OAS victims

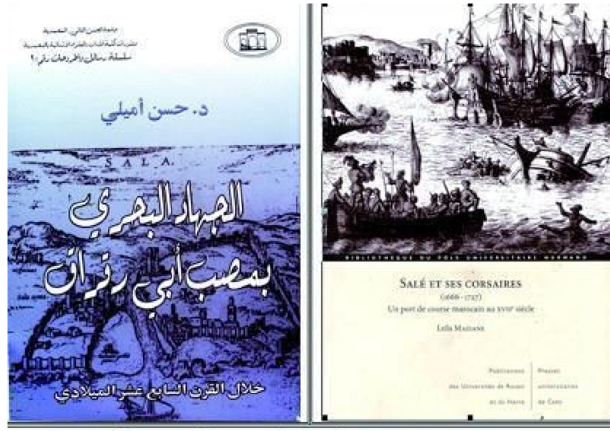
### CATEGORIES

* To end colonial repentance
** Issues of the colonial past and public uses of history
** Facts and figures sourced
*** Review of the book "Colonize, exterminate"
**** Debates on the DICTIONARY OF FRENCH COLONIZATION
1 - DIRECTORY OF COLONIAL HISTORIES
2 - Definitions and causes of colonization
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4 - Economic history
5 - Colonial and anti-colonial figures
6 - Africa-stories
7 - Algeria-Morocco-Maghreb stories
8 - Indochina-Asia stories
9 - America, Pacific, Oceania
10 - Texts and speeches
11 - Judaicities in the colonial space
12 - First colonial empire
13 - The colonial wars
14 - Revolts in colonized spaces
15 - The colonial world in mainland France
16 - Chronologies
17 - Figures and institutions

*maritime space in the 17th and 18th centuries* under the supervision of Dr. Ahmed Bouchareb, whom I supported in the spring of 2002; without, however, quenching my thirst, or satisfying my curiosity, the fact that research in this area was, still, to his scientific skills to be able to look at other aspects and penetrate other times.

In this perspective, I had the honor of joining the Moroccan Maritime History Committee before its dissolution; then I had the opportunity to be part of the GRIHMM, a group of researchers which included, among others, Leïla Maziane, a young "researcher" who had just finished her studies in France and who had defended, in 1999, a thesis under the title *Salé et ses corsaires (1666-1727): A Moroccan racing port in the 17th century* , that is to say ten years after mine. His thesis was consecrated and consequently obtained a French prize.
Until then, everything appeared in the order of things, except that an odor with scandalous hints was beginning to emerge and which I will try to expose.

As I was, between 1992 and 2002, completely absorbed in the preparation for the doctorate, I deliberately diverted my mind from anything that could disturb my concentration. I had suspected, through the little that I had learned about the work of the so-called "researcher" that it had the appearance of deja-vu and lacking in originality. But I thought, naively, that she had certainly brought a few stones to the building we were building.




Couvertures des deux ouvrages

However, a combination of circumstances allowed me to be both witness and victim of the flagrant crime when I was chosen as a member of the scientific committee to discuss with the "researcher" her work after her thesis in order to obtain the certificate of 'empowerment.
This opportunity allowed me to get to know more of most of his articles and his interventions at conferences and magazines outside the country. I was, unequivocally, in the presence of the French version of my own work arranged differently - to camouflage the usurpation - and strewn with garish historical errors, so "the author" was prisoner of "his subject" of predilection ( Salé and its corsairs (1666-1727).
It was then that I decided to read, in full,

No one could imagine the degree of despondency that overwhelmed me by browsing through paragraphs, even entire chapters, the fruit of hard work, carried out ten years ago, usurped by another person who hardly felt any embarrassment or remorse at to appropriate it.
I then went on to "his thesis" hoping to find an explanation for the choice of subject, the contempt for the effort made by others, as well as the origin of this arrogance that "the researcher "demonstrated by declaring itself a reference in the matter before foreign researchers.

It was at this stage of the verification that I was able to stop on the immensity of the crime and the enormity of the offense. The piracy was carried out in a sustained fashion. Like a real pirate, "the researcher" did not content herself with taking possession of the boat of my ideas, but she undertook to throw me overboard towards the seas of the unknown in order to erase the traces of her crime. Subsequently, it set up its flag on the boat for scientific research relating to the maritime domain and began to revel in the loot collected comprising all the documents and the sources of information which had cost me much pain and suffering , particularly *Les Sources Inédites de l'Histoire du Maroc* .

Thus, to give an illustration of the slaughter of which I was the object, "the researcher" led the charge from the introduction of her thesis by claiming that my work cited above had only approached the period of Moulay Ismaïl " timidly "and that it was limited to the period of the heyday of Maritime Jihad, that is to say, until the outskirts of 1640; when in fact, my thesis had, on the contrary, covered the entire XVIIth century including the period which saw the reign of the famous Sultan until the failure in 1699 of the diplomatic mission in France of Abdellah Ben Aïcha.

By putting things in their place, this constituted irrefutable proof, that our "eminent researcher" was based, at least, on the part of my study covering the period indicated, time during which the flotilla of

18 - Decolonial, post-colonial and memorial ideologies
19 - Bibliographies and archives
20 - Historians (and anthropologists) of colonial times
21 - Colonial history at school
22 - Symposia, study days, seminars
23 - Varia, initiatives
24 - Special colleges and high schools
25 - News from this site
26 - Objectives of Colonial Studies
27 - Directorate of Colonial Studies
28 - LINKS
29 - CORRESPONDENTS
Colonial Studies n ° 1

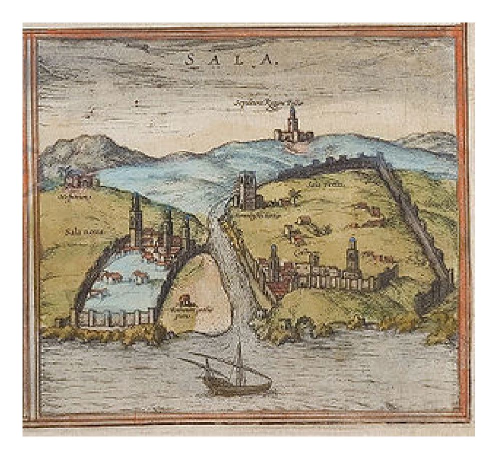
## CONNECTIONS

1 - Overseas Archives (Aix)
2 - Academy of Overseas Sciences
3 - SFHOM
4 - Africa & History magazine
5 - Network of African Studies in France (RTP)
6 - Asia Network
7 - French Society for Maritime History
8 - The imperial economic spirit
9 - Guy Pervillé website
10 - Hubert Bonin's site
11 - The French Colonial Historical Society
12 - History Department, University of Dakar (Senegal)
14 - Ancient Algeria (books to download)
13 - IRMC (Tunis)
15 - Jean Monneret site
16 - National city of the history of immigration
17 - Islam in France, 1830-1962 (Michel Renard)
18 - Travel Literature Research Center
19 - History of Colonial Law
20 - Lyautey.fr site
21 - Memories of North Africa
22 - CADIST history colonization in Aix
23 - Historical documentation center on Algeria
24 - Algerian War, the sources of November
25 - Association Images & Mémoires
26 - Wars and conflicts XIXth-XXth century (Rémy Porte)

## ARCHIVES

June 2020
may 2020
april 2020
March 2020
january 2020
december 2019
october 2019
september 2019
august 2019
july 2019
All archives

Moulay Ismaïl fought for its survival and after which no interesting maritime operation was recorded until the advent of Sidi Mohammed Ben Abdellah in the second half of the 18th century.




On the contrary, it was Mrs. Maziane who had gone beyond the limited framework of her subject to invade the entire period of the 17th century studied in my thesis, without which, the volume of her work would have been derisory. However, she couldn't do it without leaning entirely on 14 of my 16 chapters. In other words, his "thesis" was, overall, a rearranged copy of mine.

If, however, it is admitted that researchers can have recourse to the work of those who preceded them, it is, however, inadmissible, even suspect, that they take the same path, that they use the same analytical procedures and that they arrive at the same conclusions, without adding anything, without, however, citing the sources or giving credit to the beneficiaries.

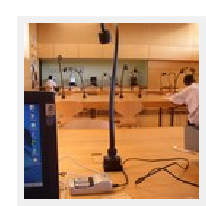
And in order to substantiate the accusations, I will present a comparison between the content of my work and that of the exercise of "the researcher"; this comparison alone can reveal the extent of the crime committed that anyone with a touch of discernment could easily grasp.

*Al jihad al bahri bi massab Abi Raqraq khilal al qarn assabia achar*
Hassan Amili (1989)

The Corsairs of Salé (1666-1727)
Leïla Maziane (1999)

1-3: Problems of maritime jihad Ch 1: Pirate, Kursan, Moujahid
1-4: Maritime jihad in the Atlantic Moroccans and the sea
1-1: Particularities of the region The regreguary space
1-2: Population of the region
2-1 / 2: Financial and human structures
4-1 / 3: Social classes The contribution of the Moriscos and Renegades
3-1: Saadian period
3-2: Diwan period
3-3: Dilait period Political disintegration
1- 1/3: Historical evolution of the region Ch 2: Origin of Salé le Neuf
1-2: Population of the region
3-1: Saadian period Arrival of the Hornacheros
3-4: Alaouite period Salé Alaouite
1-1 / 3: Historical evolution of the region
4-1 / 2: Town planning of the La Qasba region, The defensive system and the Medina
1-1 / 1: Particularity of the mouth and the port Le Port
1-2: Population of the region
2-1 / 2: Structures financial and human
4-1 / 3: Social classes Ch 3: The urban population: Moriscos, Moors, Renegades
1-2: Population of the region
3-1 / 1: Saadian period
3-2 / 1: Diwan period
3- 3/1; Dilaite period
3-4 / 1: Alaouite period
4-1 / 3: Social classes Number of men
2-2: Industry and naval matter Ch 4: Ships
2-1: Financial and human structures Armament of ships
2-3: the professional life of Raïs Ch 5: Ports refuges
2-1: Financial and human structures
2-3: the professional life of the Raïs
Annex of the Raïs Ch 6: Human resources of the race
2-1: Financial and human structures
2-3: the professional life of the Raïs




ANOM, Aix-en-Provence

Association

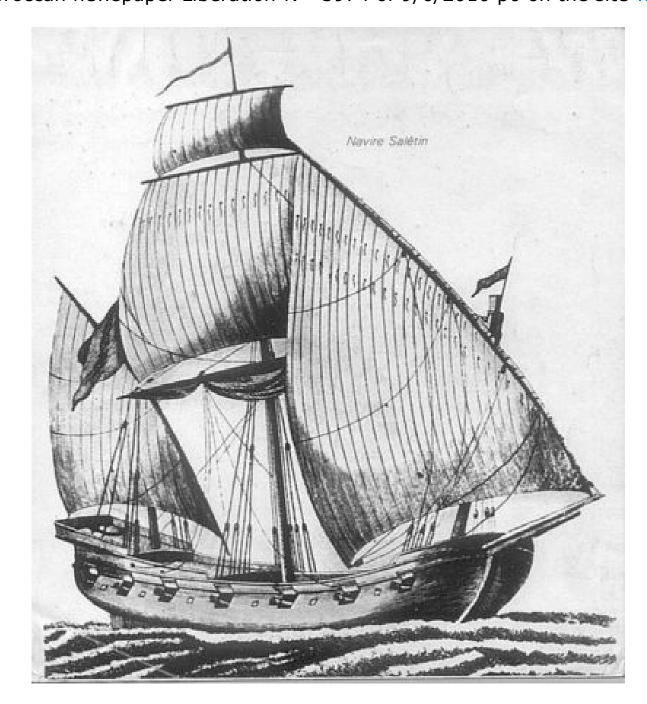
2-4: Assessment economy of jihad Ch 7: Privateer operations and economic results and distributions
2-3: the professional life of the Raïs
3-1 / 3: European repressions
3-2 / 3: European counter-attacks
3-3 / 3: Race and against race
3-4 / 3: Relentless European Ch 8: Race and counter race
2-1: Financial and human structures
2-4: Economic assessment of jihad
3-1 / 2: Saadian era
3-2 / 2: Diwan era
3- 3/2; Dilaita period
3-4 / 2: Alaouite era
4-2 / 3: Trade relations Ch 9: Economic balance of the race
2-1: Financial and human structures
2-4 / 3: Trade of captives
3-1 / 2: Saadian era
3 -2/2: Diwan period
3-3 / 2; Dilaite period
3-4 / 2: Alaouite period
4-1 / 3: Social classes Ch 10: Captives

I want to clarify that what bothers me a lot more than the act of piracy committed, it is especially the degree of impertinence and arrogance that an apprentice researcher can display at each meeting, when he stigmatizes plagiarism practiced on a large scale by authors who write in foreign languages against those who write in Arabic, when he himself is one of them; and I take this opportunity to tell our "researcher" that she enjoys the spoiled loot and the undeserved consecration that follows.

Nevertheless, I cling relentlessly to her restoring my subject to me, because it is the crucible from which I take pride in belonging to a school initiated by my Master and that of a whole generation, in l Fire Occurrence If Mohammed Hajji, who awarded us a SPECIAL PRIZE, the fruit of a credible training free from all forms of intellectual delinquency and sordid concession and who taught us how to preserve the values of honesty, humility and patience.

Rabat, June 7, 2010
Dr. Hassan Amili

- to consult the Moroccan newspaper *Liberation* N ° 5974 of 9/6/2010 p6 on the site www.libe.ma




## reply

Leila Maziane responds to Hassan Amili's accusations

Reporting on what research had obtained before is not plagiarism
*Liberation* (Morocco), July 09, 2010

In an open letter published on June 9, 2010 in this same daily, Hassan Amili, professor at the University Hassan II Mohamedia / Casablanca, brought against me one of the most serious attacks for an academic and researcher, namely the accusation of plagiarism and scientific dishonesty: I would indeed have plagiarized his DES his thesis to make my thesis mine without mentioning it.

This calls for my answers and clarifications so that the national and international academic opinion, which Mr. Amili wanted to clarify, is also by me. A chronological point In 1989, Hassan Amili supported a dissertation (of DES) *The maritime jihad at the mouth of the Bou-Regreg in the XVIIth century,* in Arabic language, typed) at the FLSH of Rabat-Agdal in 411 pages including 373 of text. In 1999, I defended for my part my thesis entitled: *Salé et ses corsaires (1666-1727)* at the University of Caen in 540 pages including 483 pages of text. In 2002, Hassan Amili defended a doctoral thesis in history under the title: *Moroccans and maritime space in the 17th and 18th centuries* , at the FLSH of Mohammedia, 406 pages (in unpublished Arabic).

In 2006, he published a book with the same title as his DES dissertation, namely *Le jihad maritime…*, 357 pages, of which 351 are text. In 2007, I in turn published a book entitled "Salé et ses corsaires (1666-1727), a Moroccan racing port in the 17th century" which is the text of my thesis in 361 pages, including 306 pages of text and which was voted best sea book in France in 2008 and received the Corderie Royale / Hermione prize. An award which crowns each year a book opening with talent and originality on "the worlds of the sea". The accusation of Hassan Amili is that of plagiarism from his memory of DES from 1989, which is the text published in 2006 with some arrangements. Two remarks before continuing: Admittedly, two works which treat a close subject and in spite of the chronological shift of the two researches, cannot be entirely waterproof especially if part of the documentation is the same. In this particular case, for example, both of us had to call on Roger Coindreau to try to overcome him. Scientific use, such as reporting on what research has achieved before, is not plagiarism.

A subject, should it be approached and its content renewed, enriched and its problems of approach modified, by new documentation, is by no means plagiarism. Furthermore, sources and documents are a public good open to all researchers and are in no way owned by anyone. To claim that the Unpublished Sources of the History of Morocco (SIHM) would be the discovery of a researcher makes no sense. On the other hand, the need for a bibliography in a thesis is, in our opinion, more serious and significant for the value of the work accomplished. Furthermore, before resuming the response to the accusations made against me, I would like to note a fundamental difference in the two works. His making racing a holy war (a *jihad*) and we, considering racing as an economic activity, a wartime trade. Building reasoning on one of these ideas can in no way be confused with the other approach.

## documentary corpora

A look at the two documentary corpora The corpus used by Hassan Amili is very limited. It is drawn from classical Arabic sources: 8 in total, against 43 in mine. The European printed sources that he exploited are 3 in total against 109, in my work, in addition to the SIHM which are, of course, an invaluable mine of documents on the history of Morocco even if, as has writes Hassan Amili himself (p. 10), he only exploited the volumes published until 1953. In other words, he only exploited a tiny part since he stopped in 1699. Indeed, the French series is the most complete since it goes until 1736, it is the only one to directly cover the period studied. In the case of Hassan Amili's work, centered on the 17th century, there is no only exploited part of it. The series for Spain, Portugal, England and the Netherlands are incomplete since they stop respectively in 1560 for Spain, in 1525 for Portugal and in 1660 for England and the Countries -Low. It is true that this collection of SIHMs is an important piece to write about the Salé corsair, but on its own, it obviously cannot answer all the questions posed by the Saletine corsair activity, especially for the second half of the 17th century and early 18th century.

Portugal V. 4 of 5 ends Dec. 1550

However, certain infrapaginal notes accompanying the documents refer to other documents which, alas, were not published but remained in French, Spanish, Dutch, English, etc. archives and libraries. and that it was necessary to strip. These funds are obviously as dispersed as are the targets of the corsairs of Salé. However, the historian's job is to locate the funds wherever they are, to interpret them using new approaches, prosopographic, anthropological, quantitative, to be able to detect the deep mechanisms and structures of the Saletine race. It was therefore necessary to quantify, establish series over the long term and periodize to be able to understand how the myth of the saletine race s'

## sources exploited

In terms of exploited sources, the work of Hassan Amili is unfortunately disappointing. He has not visited any archive repository in Europe. Historians know this, Moroccan sources arouse only vague ideas about the maritime world and even less about racing in the 17th century. The first documents found on the subject date only from the second half of the 18th century. So recourse to European archives is essential, something that the author of *Maritime Jihad*neglected to do, being satisfied with a corpus limited to a part of the SIHM already published and exploited by Coindreau and to a failing bibliography (65 references against nearly 800 references in my supported and published work). This bibliography, outdated even in 1989 and many of whose titles have become obsolete, is not accompanied by any

critical note. Through numerous research grants (the Casa de Velázquez in Madrid and the French school in Rome, etc.), I went in search of this little-known story and we were able to research archival documents by the thousands .

Knowledge of foreign languages, Spanish, Portuguese, French, etc. greatly facilitated the exploitation of the sources mentioned. From The Hague to Rabat / Salé, via Paris, Nantes, Marseille, Barcelona, Simancas, Madrid, Alcala de Henares, Rome, Genova, Lisbon and Tangier, etc., the harvest has been abundant. I have also devoted a detailed chapter made up of more than 50 pages (p. 10-61 of the thesis) to the typology of the sources used, supplemented by an abundant bibliography of 40 pages. Back to the two texts A research on the corsairs of Salé, after the works of R. Coindreau, H. de Castries and J. Caillé or those of Sanchez Perez (published in 1964), G. Gozalbes Busto (published in 1973 that the 'author did not exploit) and B. Bahrami, whatever the chronological period targeted, can only be done in two directions: either pose a new problem, or provide more information with new documentation and another approach. Whatever the position of the research, it must state the question and take into account the basic work already reported. The whole question is there at first. How could Hassan Amili, who did his work in 1989 and edited almost verbatim in 2006, manage to do it without any updating? Did he report on the work that preceded him? What has been its contribution? How did I report on this first corpus and the work of Hassan Amili and what was my own contribution? Whatever the position of the research, it must state the question and take into account the basic work already reported. The whole question is there at first. How could Hassan Amili, who did his work in 1989 and edited almost verbatim in 2006, manage to do it without any updating? Did he report on the work that preceded him? What has been its contribution? How did I report on this first corpus and the work of Hassan Amili and what was my own contribution? Whatever the position of the research, it must state the question and take into account the basic work already reported. The whole question is there at first. How could Hassan Amili, who did his work in 1989 and edited almost verbatim in 2006, manage to do it without any updating? Did he report on the work that preceded him? What has been its contribution? How did I report on this first corpus and the work of Hassan Amili and what was my own contribution? who did his job in 1989 and edited almost word for word in 2006 could he do it without any updating? Did he report on the work that preceded him? What has been its contribution? How did I report on this first corpus and the work of Hassan Amili and what was my own contribution? who did his job in 1989 and edited almost word for word in 2006 could he do it without any updating? Did he report on the work that preceded him? What has been its contribution? How did I report on this first corpus and the work of Hassan Amili and what was my own contribution?

This answer only makes sense if the whole corpus is taken into account as we saw above and as it will appear further on. I would like to recall that the word plagiarism has a particular meaning, that of reproducing in extenso the work of someone else without citing it. However, in research work, what is important is the contribution of each, his ability to go beyond what has been done on a subject. The successive works on a given subject generally find their justification in the importance of the fact itself or of the phenomenon and the meaning that it could have in a given socio-cultural context; we can thus find several works on the same theme given the importance we give to this phenomenon (example the works on the *makhzen*in Morocco. If the concept of plagiarism is applied to these works as soon as a work reports or approaches a subject in the same way as another researcher, it will be necessary to eliminate them). What is important is everyone's contribution, their capacity to go beyond what has been done before on a subject.



## Coindreau's work

In this regard, a question arises: how did Hassan Amili use and report on the work of Coindreau [Roger Coindreau, 1891-1964, Marine officer then director of the port of Kénitra-Mehdia and director of the Société des Moroccan ports of Rabat-Salé-Kénitra-Mehdia in 1931, authors of several works, correspondent of the Academy of Overseas Sciences ... source ] ? Let him reread this text and reread his own chapters on the organization of corsair armament, nautical equipment, corsair campaigns, the distribution of corsair loot to measure the degree of what he considers as work colossal "fruit of ten years of effort". These chapters are an arabization of what Coindreau wrote forty years earlier. The emphatic reformulation could illusion of a contribution especially by truffling the text of the magic word of Jihad, but that does not deceive an informed bilingual researcher. Plagiarism or strong impregnation ?? The transition from one language to another leaves a margin for doubt.

The originality of Hassan Amili's work? The key word in his work is *jihad* , which he uses in place of running in other works. It is his choice and he has every right to do so. But for research work, a justification was needed, because the word is loaded with meaning in the Arabic language and in a Muslim society. Let's remember. The *Jihad* is an effort in the way of God that it takes a war or peaceful form. At no time, and despite his efforts, the author could not convincingly link race and *jihad* . In fact, there is no connection between *jihad*carried out against the Portuguese and Spanish presidencies in the 16th and 17th centuries and privateer activity at sea. He was not the only Muslim historian to make confusion, whether voluntary or by conviction. At no time is there seen throughout his work a real osmosis between the acts of racing and a fight in the way of God.

It is not enough to use the term holy war or religious revenge of the Moriscos for the race to be a *jihad* and this *jihad* being a *fardh*, that is, an obligation (p. 87). The fact that Muslim societies in the 17th century relate everything to an explanation or a link with religion is very natural, but to consider running as a jihad is not very credible. The true sense of the race seems to escape the author of Jihad. It is a rapine at sea, an activity fundamentally linked to trade, whether marginal or regular; without trade no race and no race without commercial objective. Religious justification is the only original element of the author's thesis, which wanted to set itself apart from a certain old or more recent Western conception of racing. He practiced al ijtihad, but he did not convince (lam youssib). This is the fate of many academic works. The

Two points to illustrate our point: 1st point: in his chapter devoted to the definition of maritime jihad, the author, who wanted to make a synthesis on the history of the Mediterranean and European race, uses two "What do I know?" ", certainly of good quality, Hubac and Monlaü but without returning to the main work on the question and which inspired them, namely the famous chapter of F. Braudel on racing war, or even the work of M. Fontenay or S. Bono or C. Manca and many others (the proceedings of the colloquium of the international commission of San Francisco on the Race published in 1975, the work of J. Bromley, P. Villiers, etc.).
How can we innovate, pose new issues without following the evolution of research in our time? The result is found on page 51 of the book: a Manichean view and a naive categorization of privateer activity and its men. Further, and before studying the economic results of the race, Hassan Amili writes "that trade is the big loser in the face of the development of the race" while a few pages later (p. 174) he writes that: "the *jihad* ( *let's* hear the race) attracts trade. " In fact, the author makes an arabized compilation of some works, which remains poor in terms of contribution to the understanding of the phenomenon of the race or its relationship with the history of Morocco.

2nd point: the author devotes about ten pages to the trade of race captives.

## redemption of captives and ransom

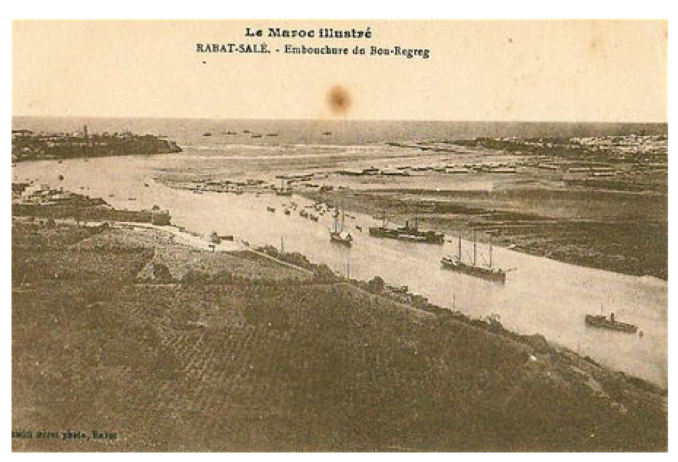
If there was one aspect that historians wondered about the race in the late 1980s with the profitability of this sector, it was the problem of the redemption of captives and the ransom. As a reference used to treat this important chapter in addition to part of the SIHM, 6 titles including de Castries (1902), nos 2 "Que sais-je?" in addition to Penz (1944) and the Kid (translated from English and published in 1933). Again, an arabized compilation without any reflection on the question, without any statistics, in a word without understanding that it is the key to the racing trade perhaps more than military supplies, and to demonstrate it, sources and statistics to the support, without being content with general sentences, " had not taken advantage of a whole series of questions and an abundant and very useful European documentation to advance our knowledge of the phenomenon of the race from the example of Salé. A look at the documentary corpus used as well as the bibliography mobilized can confirm it.

In fact, as pointed out at the beginning, the study by De Castries Caillé almost fixed the subject in the problems tackled. Hassan Amili has already encountered the same problem and so have I, hence this plan which he considers his own. But, if he had taken the trouble to read the content carefully, he would have understood that we did not need to plagiarize it since a more careful reading would have been enough to understand that it was enough for us to refer to Coindreau to have the impression of being inspired by Mr. Amili. Except that my text which followed a logic of development of ideas, brought each

time a more to the question which we do not find trace in the text of Hassan Amili and for good reason, we did not write the same things.

## the definition of racing

What is the relationship between my definition of racing (on page 28 of our published work) and that of Amili? None: "The Barbarian race is an ambivalent activity, at the hinge of the economic, the religious and the politico-military. In its finality, at least when it is about the Salétins, for the shipowners who invest their capital there, it is indeed a form of market speculation aiming at the profit resulting from the sale of the booty seized on the European Christian enemy. There is only the hope of the profit which engaged the shipowners is returning, recently installed on the banks of Bou-Regreg, to run over to Spanish merchant ships.



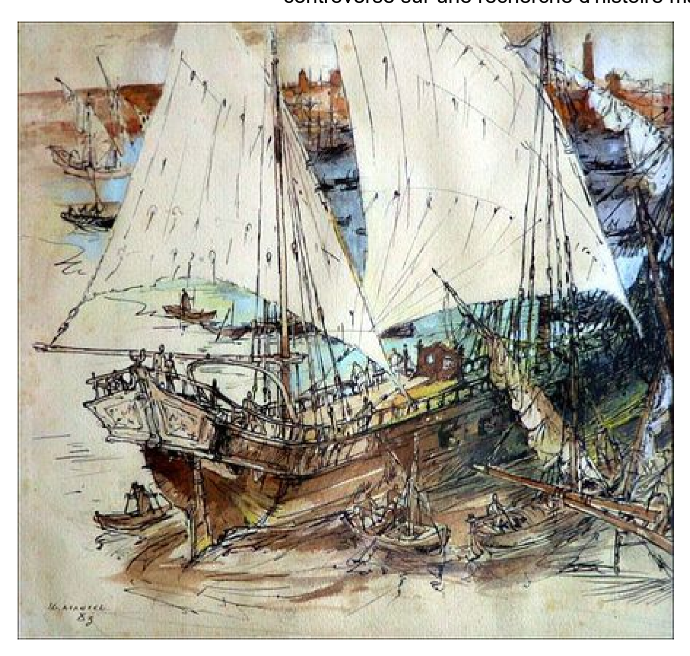

the mouth of Bou-Regreg

A relentlessness explained by the extent of their grudges and their desire to recover, in any way whatsoever, the property abandoned in Europe, which was easier for them since they spoke the language. It is true that they later attacked the interests of other European maritime nations, because the profits were all the more important, etc. "(p. 73 of our thesis defended in 1999 and p. 28 of work published in 2007.) The chapter on captives and the redemption of captives which closes my study, shows all the difference between its text (10 pages of the typed text 177-187) and ours (53 pages of 427-480 of hard work), since it is made from

I can make the same observation for the chapters on the material and human means of the race, the crew of the ships or even the economic assessment since the race has become a powerful factor of animation of the place salétine, where an entire society is defines on the basis of this dominant activity whose interests penetrate even into the most modest categories. The importance of the race therefore goes well beyond the framework of this Atlantic city and partly explains the demographic attraction it exerts even in the Atlas mountains which provide not only the wood necessary for shipbuilding. , but also men, which allowed the constant renewal of the forces of the privateer environment. Any study on a port city requires a return to these issues.

## the relationship of Moroccans to the sea

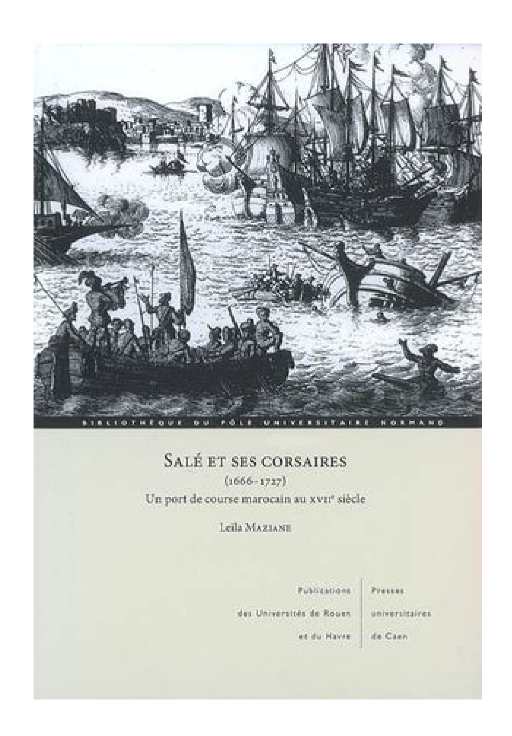
A point also very important because it questions the question of the relationship of Moroccans to the sea. I demonstrated that from the second half of the 17th century and during the 18th century, Morocco began to produce its own sailors. We are indeed witnessing a "Moroccanization" progressive jobs at sea. I think I wrote very new pages based on new archival discoveries. Henceforth, the Salétins come out of anonymity and enter history again. They have names (see attached images) ?: Ali Yedder El Massi, Et taleb Mohamed El Massi, Abd el Aziz el Jazuli, Moussa Hammach, Brahim Amzil. Randomly counted, other names appear like this Ahmed Ben Ahmed, originally from Fez and who was captured in 1660 at the age of 28, or Bou Jem'a Ben Mhammed, taken in 1707 by a French vessel and died at the galley hospital in Marseille. Ditto for the Raïs, these decisive actors in the privateer business, and who, thanks to the European archival contribution and the prosopographic approach allow us to reconstitute their micro-portraits.



A final example of my contribution: the famous privateer-ambassador Abdallah Ben Aïcha. According to Coindreau, the Salétin's last campaign took place in 1698, that is to say a year before the embassy he led to the court of Versailles, which, thanks to the meticulous work of counting, archives that we carried out in The Hague, turned out to be inaccurate. In fact, according to Dutch sources, he set sail again in July 1711 in the company of his son and 4 other officers and were captured in Portuguese waters by Dutch privateers aboard the "Witte Paard" or "White Horse ", a ship of 36 guns and 240 crew members. To free his admiral and the other "Moors" imprisoned in Lisbon, Sultan Moulay Ismaêl goes as far as the surrender of all Dutch subjects in captivity in Morocco. His release occurred on June 4, 1712 and he died a year later, June 23, 1713 at the age of 66, without having been able to obtain the return of his ship, the "White Horse". He then occupied the post of Admiral de Salé.

I urge my colleagues and friends who have questioned the merits of this pamphlet to read the texts and bibliographies of the two supported works, objects of the "scandal" and not only the published texts, keeping in mind the essential contribution of R. Coindreau, and to compare it with our perspective and our contributions. They will see that beyond partial similarities in the general plans, they are really two different texts and two different theses and that plagiarism, of which the author of *jihad* speaks , is an *ijtihad* which has failed. Instead of claiming what does not belong to him, Hassan Amili should devote his energy to updating his work.

Leïla Maziane
Hassan II University Mohammedia / Casablanca













# For the credibility of scientific research: From maritime piracy to scientific piracy



I would never have imagined that the day would come when I would see myself, by intellectual obligation transfer my focus of research interest in the field of Moroccan maritime history and the concepts which are atta particular: Jihad , Race and Piracy; towards the field of scientific piracy, commonly recognized under plagiarism.

It took me a lot of patience and insight to succeed in taming the two notions of Race and Piracy, and to und they confuse in the minds of the layman (not informed), because to detect the difference which exists between the two is a very difficult business. reason why I had to devote to them in 1989 an important part of a chapter of my thesis of DES titled "The maritime Jihad at the mouth of Bouregre 17th century" under the excellent supervision of Pr. late Si Mohammed Hajji.

This work was recognized, at the time, as the first serious academic research to devote itself to the maritime domain and to shed all the professional, technical, military and political aspects.

From then on, the fear of pursuing research in this area kept me occupied and my fascination prompted me to write a thesis for obtaining the Sta under the title "Moroccans and maritime space in the 17th and 18th centuries" under the supervision of Dr. Ahmed Bouchareb, whom I supported of 2002; without, however, quenching my thirst, or satisfying my curiosity, the fact that research in this area was, again, to his scientific skills to be into other aspects and penetrate other times.

In this perspective, I had the honor of joining the Moroccan Committee for Maritime History before its dissolution; then I had the opportunity to b GRIHMM, a group of researchers which included, among others, Leïla Maziane, a young "researcher" who had just finished her studies in France a defended, in 1999, a thesis under the title "Salé et ses corsaires (1666-1727): A Moroccan racing port in the 17th century", that is to say ten year His thesis was consecrated and obtained, consequently, a French price.

Until then, everything appeared in the order of things, except that an outrageous smell began to emerge and that I will try to expose.

As I was, between 1992 and 2002, completely absorbed in the preparation for the doctorate, I deliberately diverted my mind from everything that my concentration. I had suspected, through the little that I had learned about the work of said "researcher" that it had the aspect of deja-vu originality. But I thought, naively, that she had certainly brought a few stones to the building we were building.

However, a combination of circumstances allowed me to be both witness and victim of the flagrant crime when I was chosen as a member of committee to discuss with the "researcher" her work after her thesis in order to obtain the certificate of 'empowerment.

This opportunity allowed me to get to know more of most of his articles and his interventions at conferences and journals outside the country. I f unequivocally, in the presence of the French version of my own work arranged differently - to camouflage the usurpation - and strewn with gari errors, so much "the author" was prisoner of "his subject" of predilection ( Salé et ses corsaires (1666-1727).

It was then that I decided to read this work in its entirety in order to classify the a priori.

No one could imagine the degree of despondency that overwhelmed me by going through paragraphs , or even whole chapters, the fruit of hard out ten years ago, usurped by another person who felt neither embarrassment nor remorse at appropriating it.

I then went on to "his thesis" hoping to find an explanation concerning the choice of subject, the contempt for the effort made by others, as well as this arrogance that "the researcher “Demonstrated by declaring itself a reference in the matter before foreign researchers.

It was at this stage of the verification that I was able to stop on the immensity of the crime and the enormity of the offense. The piracy was car sustained and deliberate manner. Like a real pirate, "the researcher" did not content herself with taking possession of the boat of my ideas, but sh to throw me overboard towards the seas of the unknown in order to erase the traces of her crime. Subsequently, it set up its flag on the boat research relating to the maritime domain and began to revel in the loot collected comprising all the documents and the sources of information wh me much pain and suffering , particularly "The unpublished Sources of the History of Morocco".

Thus, to give an illustration of the slaughter of which I was the object, "the researcher" led the charge from the introduction of her thesis by clair work cited above had approached the period of Moulay Ismaïl only " timidly “and that it was limited to the period of the heyday of Maritime Jihad, t until the outskirts of 1640; when in fact, my thesis had, on the contrary, covered the entire 17th century including the period which saw the reign o Sultan until the failure in 1699 of the diplomatic mission in France of Abdellah Ben Aïcha.

Putting things back in their place, this constituted irrefutable proof, that our "eminent researcher" was based, at least, on the part of my study period indicated, time during which the Moulay Ismaïl flotilla fought for its survival and after which no interesting maritime operation was record advent of Sidi Mohammed Ben Abdellah in the 2nd half of the 18th century.

On the contrary, it was Mrs. Maziane who had gone beyond the limited framework of her subject to invade the entire 17th century period studied i without which, the volume of her work would have been derisory. However, she couldn't do it without leaning entirely on 14 of my 16 chapters. In his "thesis" was, overall, a rearranged copy of mine.

If, however, it is admitted that researchers can have recourse to the work of those who preceded them, it is, however, inadmissible, even suspe take the same path, that they use the same analytical procedures and that they arrive at the same conclusions, without adding anything, witho citing the sources or giving credit to the beneficiaries.

And in order to substantiate the accusations, I will present a comparison between the content of my work and that of the exercise of "the rese

comparison alone can reveal the extent of the crime committed that anyone with a touch of discernment could easily grasp.
I want to clarify that what bothers me a lot more than the act of piracy committed, it is above all the degree of impertinence and arrogance that a researcher can display at each meeting, when he stigmatizes plagiarism practiced on a large scale by authors who write in foreign languages a who write in Arabic, when he himself is one of them. I would like to take this opportunity to say to our "researcher": "May she enjoy the sp consecration, although in my opinion undeserved, which followed. Nevertheless, I cling relentlessly to her restoring my subject to me, because it is from which I take pride in belonging to a school initiated by my Master and that of a whole generation, in I occurrence fire If Mohammed Hajji, who a SPECIAL PRIZE,

Researcher specializing
in maritime history
1-Professor of Higher Study - Laboratory of Archeology and Cultural Heritage of the Coast (LAPCL) - Fac. Letters Mohammedia - Hassan II Mohammedia.
2- "Al Jihad al Bahri bi massab Abi Raqraq khilal al qarn assabia achar
" - Published by Hassan II University - Mohammedia - Faculty of Letters - Mohammedia - 2006.
3- "Al Magharìba wa al majal al bahri
fi al quarnaïne 17 wa 18 "
4-Sector group of the Morocco and Western Worlds Laboratory (MMO)
of the Faculty of Letters Casablanca Ibn Msik, directed by our respectful
professor and Dean
Dr. Abdelmajid Kaddouri
5-University Publications
de Rouen and du Havre and Presses Universitaires de Caen 2007.

BY Dr.
Wednesd

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# Leila Maziane responds to Hassan Amili's accusations: Reporting what research has achieved b not plagiarism


Couvertures des deux ouvrages

In an open letter published on June 9, 2010 in this same daily, Hassan Amili, professor at the University Mohamedia / Casablanca, brought against me one of the most serious attacks for an academic and researc the accusation of plagiarism and scientific dishonesty ?: I would indeed have plagiarized his DES his thesis thesis mine without mentioning it. This calls for my answers and clarifications so that the national and academic opinion, which Mr. Amili wanted to clarify, is also by me.

A point in chronology?

In 1989, Hassan Amili supported a dissertation (of DES) "? The maritime jihad at the mouth of Bou-Regreg in the 17th century" (in Arabic, typed) of Rabat-Agdal in 411 pages including 373 of text.

In 1999, I for my part defended my thesis entitled ?: "? Salé et ses corsaires (1666-1727)" at the University of Caen in 540 pages including 483 pag

In 2002, Hassan Amili defended a doctoral thesis in history under the title: "Moroccans and maritime space in the 17th and 18th centuries?", At Mohammedia, 406 pages long (in Arabic not published)

In 2006 , he published a book with the same title as his dissertation of DES, namely "? Le jihad maritime…", of 357 pages, including 351 of text.

In 2007, I in turn published a book entitled "? Salé et ses corsaires (1666-1727), a Moroccan racing port in the 17th century?" which is the text of 361 pages, including 306 pages of text and which was voted best sea book in France in 2008 and received the Corderie Royale / Hermione priz which crowns each year a book opening with talent and originality on "the worlds of the sea".

The accusation of Hassan Amili is that of plagiarism from his memory of DES from 1989, which is the text published in 2006 with some arrangeme

Two remarks before

continuing ?:

Admittedly, two works which treat a close subject and in spite of the chronological shift of the two researches, cannot be entirely waterproof especi the documentation is the same.

In this particular case, for example, both of us had to call on Roger Coindreau to try to overcome him.

Scientific use, such as reporting on what research has achieved before, is not plagiarism. A subject, should it be approached and its conte enriched and its problems of approach modified, by new documentation, is by no means plagiarism. Furthermore, sources and documents are a open to all researchers and are in no way owned by anyone. To claim that the Unpublished Sources of the History of Morocco (SIHM) would be tl of a researcher makes no sense.

On the other hand, the need for a bibliography in a thesis is, in our opinion, more serious and significant for the value of the work accomplished.

Furthermore, before resuming the response to the accusations made against me, I would like to note a fundamental difference in the two wor making racing a holy war (a jihad) and we, considering racing as an economic activity, a wartime business. Building reasoning on one of these ide way be confused with the other approach.

A look at the two documentary corpora

The corpus used by Hassan Amili is very limited. It is drawn from classical Arabic sources - 8 in total, against 43 in mine. The European printed he exploited are 3 in total against 109, in my work, in addition to the SIHM which are, of course, an invaluable mine of documents on the history even if, as has writes Hassan Amili himself (p. 10), he only exploited the volumes published until 1953. In other words, he only exploited a tiny p stopped in 1699. Indeed, the French series is the most complete since it goes until 1736, it is the only one to directly cover the period studied. Ir Hassan Amili's work, centered on the 17th century, he only exploited part of it. The series Spain, Portugal, England and the Netherlands are incoı they stopped respectively in 1560 for Spain, in 1525 for Portugal and in 1660 for England and the Netherlands. It is true that this collection of important piece to write about the Salé corsair, but on its own, it obviously cannot answer all the questions posed by the Saletine corsair activity, e the second half of the 17th century and early 18th century. However, certain infrapaginal notes accompanying the documents refer to other docur alas, were not published but remained in French, Spanish, Dutch, English, etc. archives and libraries. and that it was necessary to strip. Engl Netherlands are incomplete since they stopped respectively in 1560 for Spain, in 1525 for Portugal and in 1660 for England and the Netherlands. this collection of SIHMs is an important piece to write about the Salé corsair, but on its own, it obviously cannot answer all the questions posed by corsair activity, especially for the second half of the 17th century and early 18th century. However, certain infrapaginal notes accompanying the refer to other documents which, alas, were not published but remained in French, Spanish, Dutch, English, etc. archives and libraries. and necessary to strip. England and the Netherlands are incomplete since they stopped respectively in 1560 for Spain, in 1525 for Portugal and England and the Netherlands. It is true that this collection of SIHMs is an important piece to write about the Salé corsair, but on its own, it obvi answer all the questions posed by the Saletine corsair activity, especially for the second half of the 17th century and early 18th century. How infrapaginal notes accompanying the documents refer to other documents which, alas, were not published but remained in French, Spanish, Du etc. archives and libraries. and that it was necessary to strip. stop respectively in 1560 for Spain, in 1525 for Portugal and in 1660 for Engl Netherlands. It is true that this collection of SIHMs is an important piece to write about the Salé corsair, but on its own, it obviously cannot ar

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These funds are obviously as dispersed as are the targets of the corsairs of Salé. However, the historian's job is to locate the funds wherever interpret them using new approaches, prosopographic, anthropological, quantitative, to be able to detect the deep mechanisms and structures of race. It was therefore necessary to quantify, establish series over the long term and periodize to be able to understand how the myth of the Saleti built in the 17th century and then maintained until the middle of the 19th century.

In terms of exploited sources, the work of Hassan Amili is unfortunately disappointing. He has not visited any archive repository in Europe. Hist this, Moroccan sources arouse only vague ideas about the maritime world and even less about racing in the 17th century. The first documents f subject date only from the second half of the 18th century. Therefore, recourse to the European archives is essential, something that the author of Jihad neglected to do, contenting himself with a corpus limited to a part of the SIHM already published and used by Coindreau and to a faulty bibli references against almost 800 references in my supported and published work). This bibliography,

Through numerous research grants (the Casa de Velázquez in Madrid and the French school in Rome, etc.), I went in search of this little-known s were able to research archival documents by the thousands . Knowledge of foreign languages, Spanish, Portuguese, French, etc. has greatly fa exploitation of the sources mentioned. From The Hague to Rabat / Salé, via Paris, Nantes, Marseille, Barcelona, Simancas, Madrid, Alcala de Hen Genova, Lisbon and Tangier, etc., the harvest has been abundant. I also devoted a detailed chapter made up of more than 50 pages (p. 10-61 of t the typology of the sources used, supplemented by an abundant bibliography of 40 pages.

Back to the two texts?

A research on the corsairs of Salé, after the works of R. Coindreau, H. de Castries and J. Caillé or those of Sanchez Perez (published in 1964), Busto (published in 1973 that the author has not exploited) and B. Bahrami, whatever the chronological period targeted, can only be done in tw either to pose a new problem, or to provide more information with new documentation and another approach. Whatever the position of the resea state the question and take into account the basic work already reported.

The whole question is there at first. How could Hassan Amili, who did his work in 1989 and edited almost verbatim in 2006, manage to do it updating? Did he report on the work that preceded him? What was his contribution? How did I report on this first corpus and the work of Hassa what was my own contribution? This answer only makes sense if the whole corpus is taken into account as we saw above and as it will appear furt

I would like to recall that the word plagiarism has a particular meaning, that of reproducing in extenso the work of someone else without citing it. research work, what is important is the contribution of each, his ability to go beyond what has been done on a subject.

The successive works on a given subject generally find their justification in the importance of the fact itself or of the phenomenon and the meaning have in a given socio-cultural context; we can thus find several works on the same theme given the importance we give to this phenomenon ( works on the makhzen in Morocco. If we apply to these works the concept of plagiarism as soon as a work reports or approaches a subject in the s another researcher, will it be necessary to eliminate them?). What is important is everyone's contribution, their capacity to go beyond what has before on a subject.

In this regard, a question arises: how did Hassan Amili use and report on the work of Coindreau? Let him reread this text and reread his own cha organization of corsair armament, nautical equipment, corsair campaigns, the distribution of corsair loot to measure the degree of what he consic colossal "? fruit of ten years of effort?". These chapters are an arabization of what Coindreau wrote forty years earlier. The emphatic reformu illusion of a contribution especially by truffling the text of the magic word of Jihad, but that does not deceive an informed bilingual researcher. F strong impregnation ?? The passage from one language to another leaves a margin for doubt.

The

The key word in his work is jihad, which he uses in place of running in other works. It is his choice and he has every right to do so. But for resea justification was needed, because the word is loaded with meaning in the Arabic language and in a Muslim society. Let's remember. Jihad is an ef way whether it takes a warlike or peaceful form. At no time, and despite his efforts, the author could not convincingly link race and jihad. In fact connection between the Jihad carried out against the Portuguese and Spanish presidencies in the 16th and 17th centuries and the privateer activit is not the only Muslim historian to confuse, voluntary or by conviction. At no moment, Throughout his work, there is no real osmosis between the a and a fight in the way of God. It is not enough to use the term of holy war or religious revenge of the Moriscos for the race to be a jihad and this j fardh, that is to say an obligation (p. 87). The fact that Muslim societies in the 17th century relate everything to an explanation or a link with rel natural, but to consider running as a jihad is not very credible.

The true sense of the race seems to escape the author of Jihad. It is a rapine on the sea, an activity fundamentally linked to trade, whether margin ?; without trade no race and no race without commercial objective. Religious justification is the only original element of the author's thesis, which w itself apart from a certain old or more recent Western conception of racing. He practiced al ijtihad, but he did not convince (lam youssib). This i many academic works. The intention was laudable but the result unconvincing.

Two points to illustrate our point:

1st point ?: in his chapter devoted to the definition of maritime jihad, the author, who wanted to make a synthesis on the history of the Medite

European race, uses two "? Que sais-je?", Of good quality ? certainly, Hubac and Monlaü but without going back to the main work on the questic inspired them, namely the famous chapter of F. Braudel on racing war, or even the work of M. Fontenay or S. Bono or still by C. Manca and many proceedings of the colloquium of the international commission of San Francisco on the Race published in 1975, the work of J. Bromley, P. Villiers can we innovate, ask new problems without following the evolution of research in our time? The result is on page 51 of the book ?:

Further, and before studying the economic results of the race, Hassan Amili writes "? That trade is the big loser in the face of the development c while a few pages later (p.174) he writes that ?: "? jihad (let's hear the race) attracts trade?". In fact, the author makes an arabized compilation of s which remains poor in terms of contribution to the understanding of the phenomenon of the race or its relationship with the history of Morocco.

2nd point: the author devotes about ten pages to the trade of race captives. If there was one aspect that historians wondered about the race in th with the profitability of this sector, it was the problem of the redemption of captives and the ransom. As a reference used to treat this importar addition to part of the SIHM, 6 titles including de Castries (1902), our 2 "? Que sais-je?" in addition to Penz (1944) and the Kid (translated from published in 1933).

Again, an arabized compilation without any reflection on the question, without any statistics, in a word without understanding that it is the key t trade perhaps more than military supplies, and to demonstrate it, sources and statistics to the 'support, without being content with general sen mujahid considered the redemption of captives as an important element of the profitability of jihad activities" (p.183) or p. 196 "in general the enor engendered by the maritime jihad concerning the sale of the catches or the ransom of the captives… ..cover the needs of the city?".

This is the kind of assertion that has no meaning because it leans on nothing concrete, except gratuitous assertions that have not been demonstrat

One of the justifications for this thesis work that we had chosen was to reopen several files already opened by researchers until the early researchers did not repeat their problems, were mainly interested in the golden age of the Salétine race (first half of the XVIIth century) and ha advantage of a whole series of questions and an abundant and very useful European documentation to advance our knowledge of the phenom race from the example of Salé. A look at the documentary corpus used as well as the bibliography mobilized can confirm it.

In fact, as pointed out at the beginning, the study by De Castries Caillé almost fixed the subject in the problems addressed. Hassan Amili encountered the same problem and so have I, hence this plan which he considers his own. But, if he had taken the trouble to read the content would have understood that we did not need to plagiarize it since a more careful reading would have been enough to understand that it was enou refer to Coindreau to have the impression of being inspired by M.Amili.

Except that my text which followed a logic of development of ideas, brought each time a more to the question which we do not find trace in the te: Amili and for good reason, we did not write the same things.

What is the relationship between my definition of racing (on page 28 of our published work) and that of Amili ?? No?:

"? The barbaresque race is an ambivalent activity, at the hinge of the economic, the religious and the politico-military. In its finality, at least when it Salétins, for the shipowners who invest their capital there, it is indeed a form of market speculation aiming at the profit resulting from the sale seized on the European Christian enemy. There is only the hope of the profit which engaged the shipowners estrêmnes, freshly installed on the Bou-Regreg, to run over to the Spanish merchant ships, a relentlessness explained by the extent of their grudges and their desire to recover, in wh the property abandoned in Europe, which was more to them easy since they spoke the language. It is true that theythereafter took some in the inte other European maritime nations, because the profits were only more important, etc.? "(p. 73 of our thesis defended in 1999 and p. 28 of the work 2007).

The chapter on captives and the redemption of captives which closes my study, shows all the difference between its text (10 pages of typed text 1 ours (53 pages of 427-480 of sustained work )? since it is based on a largely newly exploited documentation which results in the examination of t documents with a qualitative and quantitative study on the demography of the captives, their evolution, their geographic distribution, the dura captivity, the evolution of mortality according to their origin, their social profile, the mechanisms of their redemptions, the evolution of the price of r names of the owners, and finally the symbolic device deployed during the deliveries of captives.

I can make the same observation for the chapters on the material and human means of the race, the crew of the ships or even the economic asses the race has become a powerful factor of animation of the place salétine, where an entire society is defines on the basis of this dominant ac interests penetrate even into the most modest categories. The importance of the race therefore goes well beyond the framework of this Atlantic ci explains the demographic attraction it exerts even in the Atlas mountains which provide not only the wood necessary for shipbuilding. , but also allowed the constant renewal of the forces of the privateer environment. Any study on a port city requires a return to these issues.

A point also very important because it questions the question of the relationship of Moroccans to the sea. I demonstrated that from the second hal century and during the 18th century, Morocco began to produce its own sailors. We are indeed witnessing a "Moroccanization" progressive jobs at wrote very new pages based on new archival discoveries. Henceforth, the Salétins come out of anonymity and enter history again. They have attached images) ?: Ali Yedder El Massi, Et taleb Mohamed El Massi, Abd el Aziz el Jazuli, Moussa Hammach, Brahim Amzil. Randomly counted, appear like this Ahmed Ben Ahmed, originally from Fez and who was captured in 1660 at the age of 28, or Bou Jem'a Ben Mhammed, taken i French vessel and died at the galley hospital in Marseille. Ditto for the Raïs, these decisive actors in the privateer business, and who, thanks to th archival contribution and the prosopographic approach allow us to reconstitute their micro-portraits.

A last example? Of my contribution: the famous privateer-ambassador Abdallah Ben Aïcha ?: according to Coindreau, the last Salétin campaign taken place in 1698, that is to say a year before the embassy he led at the court of Versailles, which, thanks to the meticulous work of exar archives that we carried out in The Hague, turned out to be inaccurate. In fact, according to Dutch sources, he set sail again in July 1711 in the cor son and 4 other officers and were captured in Portuguese waters by Dutch privateers aboard the "Witte Paard" or "White Horse ", a ship of 36 g crew members. To free his admiral and the other "Moors" imprisoned in Lisbon, Sultan Moulay Ismaêl goes as far as the surrender of all Dutch captivity in Morocco. His release occurred on June 4, 1712 and he died a year later, June 23, 1713 at the age of 66, without having been able t return of his ship, the "White Horse". He then occupied the post of Admiral de Salé.

I urge my colleagues and friends who have questioned the merits of this pamphlet to read the texts and bibliographies of the two supported work the "scandal" and not only the published texts, keeping in mind the essential contribution of R. Coindreau, and to compare it with our perspec contributions. They will see that beyond partial similarities in the general plans, they are really two different texts and two different theses a plagiarism of which the author of the jihad speaks is a failed ijtihad.

Instead of claiming what does not belong to him, Hassan Amili should devote his energy to updating his work.

* Hassan II Mohammedia University /

Casablanca

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Rea

**1.** Posted by **Driss Bono** on 07/27/2010 14:27

Being myself a descendant of Moriscos, I followed with great interest and passion too, the program "between the lines" devoted to your research work on the Saletine ra
answers and comments on the questions carefully and elegantly posed by the host of the program have really enriched and amazed me at the same time since you hav
demonstrated your ability to exhaustively expose your study so much the mastery of the subject and of his sources were perfect.
While I deeply regret that things can take such a turn between university researchers in our country, I would like to suggest to you, instead of lending ourselves to the st
and all in all harmful to the image that we both have of our university, take the initiative of a public debate with your opponent, on the radio or on TV, for an educational a
intellectual clarification, in compliance with the ethical rules of the university.
Once again, thank you for this very rich and well researched work which is ultimately just another stone brought to the edifice of historical research still fallow in our cou

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